United Nations ECE/TRANS/WP.29/GRSP/2018/11

Economic and Social Council

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Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Sixty-third session
Geneva, 14-18 May 2018
Item 7 of the provisional agenda
UN Regulation No. 11 (Door latches and hinges)

Proposal for Supplement 2 to the 04 series of amendments to UN Regulation No. 11 (Door latches and hinges)

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers *

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to amend the transitional provisions of UN Regulation No. 11 following the adoption of the new guidelines on regulatory procedures (see ECE/TRANS/WP.29/2017/107, Corr. 1 and Add.1). It is based on informal document GRSP-62-32 distributed during the sixty-second session of the Working Party on General Safety (GRSP) (ECE/TRANS/WP.29/GRSP/62, para. 52). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.18-03118(E)

1803118

Please recycle

I. Proposal

Insert a new paragraph 13.10., to read:

"**13.10.** **Contracting Parties applying this UN Regulation shall continue to accept UN type-approvals issued according to the preceding series of amendments to this UN Regulation first issued before 1 September 2016.**"

II. Justification

1. When developing the 04 series of amendments to UN Regulation No. 11, it had always been understood that the new requirements would only become applicable for new approvals and would not affect previously granted approvals. Consequently, no date was specified from which Contracting Parties applying UN Regulation No. 11 could refuse previously granted approvals.

2. The new regulatory procedures adopted by WP.29 at its November 2017 session, however foresee that, in the absence of "Date (c)", i.e. the so-called New Registrations date, and in the absence of any other specification in the transitional provisions, this "Date (c)" would automatically be considered as identical to "Date (b)", i.e. the so-called Type Approval date. As a result, there is now the risk that previously granted approvals could be rejected.

3. OICA is not aware of any particular issue at this stage, but nevertheless believes that the transitional provisions in UN R11 need to reflect the situation valid at the time of adopting the 04 series of amendments, namely that existing approvals should remain acceptable.

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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Sixty-third session
Geneva, 14-18 May 2018
Item 8 of the provisional agenda
UN Regulation No. 14 (Safety-belt anchorages)

Proposal for Corrigendum 2 to Revision 5 to UN Regulation No. 14 (Safety-belt anchorages)

Note by the secretariat *

The text reproduced below was prepared by the secretariat to correct and improve the quality of the image of Figure 1a of Annex 5 to the UN Regulation.

* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.18-03119(E)

1803119

Please recycle

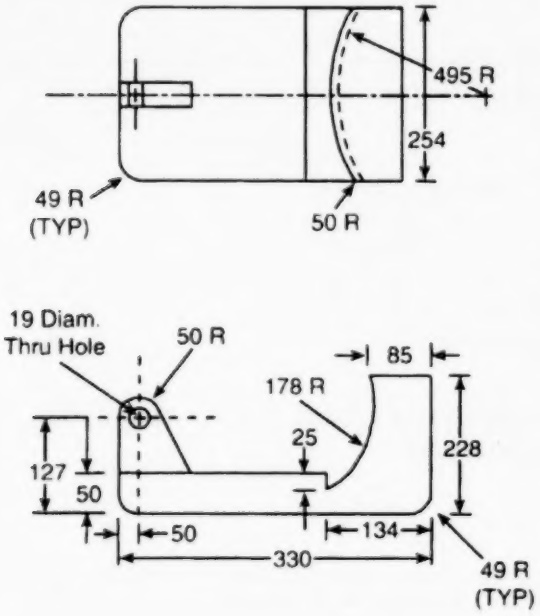
I. Proposal

Annex 5,

Figure 1a, shall be deleted

Insert new figure 1a, to read:

"



NOTES:
1. Block Covered by 25 Med. Density Canvas Covered Foam Rubber
2. All Dimensions in millimeters (mm)

"

II. Justification

The text reproduced below was prepared by the secretariat to correct and improve the quality of the image of Figure 1a of Annex 5 to the UN Regulation.

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Working Party on Passive Safety

Sixty-third session
Geneva, 14-18 May 2018
Item19 of the provisional agenda
UN Regulation No. 129 (Enhanced Child Restraint Systems)

Proposal for Supplement 8 to the 00 series of amendments to UN Regulation No. 129

Submitted by the expert from Spain*

The text reproduced below was prepared by the expert from Spain on behalf of the Technical Services Group (TSG) on UN Regulation No. 129. The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.18-03123(E)

1803123

Please recycle

I. Proposal

Paragraph 6.7.1.4., amend to read:

"6.7.1.4. It shall be possible to release the child from the restraint by a single operation on a single buckle **and on the shoulder strap positioner, if any. The buckle and the shoulder strap positioner can be opened independently of each other**. It is allowed to remove the child together with devices such as infant carrier/carry-cot/carry-cot restraints if the Enhanced Child Restraint System can be released by operation of a maximum of two release buttons

II. Justification

1. The original text in 6.7.1.4. requires to open the buckle on a single action.

2. In case of an accident, if the shoulder strap positioner has not been opened it is not possible to open the buckle, so the sequence is to open first the shoulder strap positioner and after the buckle.

3. These actions should not be linked to one another: both the shoulder strap positioner and the buckle should open independently of each other.